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APPLICATION NO.	FILING DATE	FIRST NAMED INVENTOR	ATTORNEY DOCKET NO.	CONFIRMATION NO.
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10/006,246

12/10/2001

Yukako Nii

1035-357

9946

23117

7590

12/13/2007

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EXAMINER

TRUONG, LAN DAI T

ART UNIT

PAPER NUMBER

2152

MAIL DATE

DELIVERY MODE

12/13/2007

PAPER

Please find below and/or attached an Office communication concerning this application or proceeding.

The time period for reply, if any, is set in the attached communication.

PK

Office Action Summary	Application No.	Applicant(s)	
	10/006,246	NII ET AL.	
	Examiner	Art Unit	
	Lan-Dai Thi Truong	2152	

-- The MAILING DATE of this communication appears on the cover sheet with the correspondence address --
Period for Reply

A SHORTENED STATUTORY PERIOD FOR REPLY IS SET TO EXPIRE 03 MONTH(S) OR THIRTY (30) DAYS, WHICHEVER IS LONGER, FROM THE MAILING DATE OF THIS COMMUNICATION.

- Extensions of time may be available under the provisions of 37 CFR 1.136(a). In no event, however, may a reply be timely filed after SIX (6) MONTHS from the mailing date of this communication.
- If NO period for reply is specified above, the maximum statutory period will apply and will expire SIX (6) MONTHS from the mailing date of this communication.
- Failure to reply within the set or extended period for reply will, by statute, cause the application to become ABANDONED (35 U.S.C. § 133). Any reply received by the Office later than three months after the mailing date of this communication, even if timely filed, may reduce any earned patent term adjustment. See 37 CFR 1.704(b).

Status

- 1) ☒ Responsive to communication(s) filed on 17 September 2007.
- 2a) ☐ This action is FINAL. 2b) ☒ This action is non-final.
- 3) ☐ Since this application is in condition for allowance except for formal matters, prosecution as to the merits is closed in accordance with the practice under *Ex parte Quayle*, 1935 C.D. 11, 453 O.G. 213.

Disposition of Claims

- 4) ☒ Claim(s) Claims 11-14, 16-35 is/are pending in the application.
- 4a) Of the above claim(s) _____ is/are withdrawn from consideration.
- 5) ☐ Claim(s) _____ is/are allowed.
- 6) ☒ Claim(s) Claims 11-14, 16-35 is/are rejected.
- 7) ☐ Claim(s) _____ is/are objected to.
- 8) ☐ Claim(s) _____ are subject to restriction and/or election requirement.

Application Papers

- 9) ☐ The specification is objected to by the Examiner.
- 10) ☐ The drawing(s) filed on _____ is/are: a) ☐ accepted or b) ☐ objected to by the Examiner.
 Applicant may not request that any objection to the drawing(s) be held in abeyance. See 37 CFR 1.85(a).
 Replacement drawing sheet(s) including the correction is required if the drawing(s) is objected to. See 37 CFR 1.121(d).
- 11) ☐ The oath or declaration is objected to by the Examiner. Note the attached Office Action or form PTO-152.

Priority under 35 U.S.C. § 119

- 12) ☐ Acknowledgment is made of a claim for foreign priority under 35 U.S.C. § 119(a)-(d) or (f).
- a) ☐ All b) ☐ Some * c) ☐ None of:
1. ☐ Certified copies of the priority documents have been received.
2. ☐ Certified copies of the priority documents have been received in Application No. _____.
3. ☐ Copies of the certified copies of the priority documents have been received in this National Stage application from the International Bureau (PCT Rule 17.2(a)).

* See the attached detailed Office action for a list of the certified copies not received.

Attachment(s)

- | | |
|--|---|
| 1) <input checked="" type="checkbox"/> Notice of References Cited (PTO-892) | 4) <input type="checkbox"/> Interview Summary (PTO-413) |
| 2) <input type="checkbox"/> Notice of Draftsperson's Patent Drawing Review (PTO-948) | Paper No(s)/Mail Date. _____ |
| 3) <input type="checkbox"/> Information Disclosure Statement(s) (PTO/SB/08) | 5) <input type="checkbox"/> Notice of Informal Patent Application |
| Paper No(s)/Mail Date _____ | 6) <input type="checkbox"/> Other: _____ |

DETAILED ACTION

1. A request for continued examination under 37 CFR 1.114, including the fee set forth in 37 CFR 1.17(e), was filed in this application after final rejection. Since this application is eligible for continued examination under 37 CFR 1.114, and the fee set forth in 37 CFR 1.17(e) has been timely paid, the finality of the previous Office action has been withdrawn pursuant to 37 CFR 1.114. Applicant's submission filed on 09/17/2007 has been entered.

2. This action is response to communications: application, filed on 12/10/2001; amendment filed 09/17/2007. Claims 11-14, 16-35 are pending; claims 1-2, 10, 12-13, 16-19, 31-33 are amended; claims 15 are canceled

3. The applicant's arguments filed on 09/17/2007 have fully considered but they are moot in view with new ground for rejections

Drawing Objection

4. The drawings are objected under 37.CFR 1.83 (a) because they fail to show the feature of claim 19 i.e. a relay section for performing a relay with respect to communication performed between the information apparatus and the portable display terminal/ or receiving information transmitted from the information communication apparatus, instead of the portable display terminal, as claimed. Any structural detail that is essential for the proper understanding of the

disclosed invention should be shown in the drawing. MPEP § 608.02(d). Corrected drawing sheets in compliance with 37 CFR 1.121(d) are required in reply to the Office action to avoid abandonment of the application. Any amended replacement-drawing sheet should include all of the figures appearing on the immediate prior version of the sheet, even if only one figure is being amended. The figure or figure number of an amended drawing should not be labeled as "amended." If a drawing figure is to be canceled, the appropriate figure must be removed from the replacement sheet, and where necessary, the remaining figure must be renumbered and appropriate changes made to the brief description of several views of the drawing for consistency. Additional replacement sheets may be necessary to show the renumbering of the remaining figure. The replacement sheet(s) should be labeled "replacement sheets" in the page header (as per 37 CFR 1.84(c)) so as not to obstruct any portion of the drawing figures. If the changes are not accepted by the examiner, the applicant will be notified and informed of any required corrective action in the next Office action. The objection to the drawings will not be held in abeyance.

The disclosure is objected to under 37. CFR 1.71, as being incomprehensible as to preclude a reasonable search of the prior art by the examiner i.e. the supplemental error testing means monitors message data passed by the network interface to assess the correct operation of the network error testing means without the use of dedicated test signals but by using a background level of errors in the messages on the network

Applicant is required to submit an amendment which clarifies the disclosure so that the examiner may make a proper comparison of the invention with the prior art Applicant should be

careful not to introduce any new matter into the disclosure (i.e. matter which is not supported by the disclosure as originally filed)

Claim Objections

5. Claim 18 is objected to because according to MPEP 608.01, antecedent basis for the terms appearing in the claims, while an applicant is not limited to the nomenclature used in the application as filed, he or she should make appropriate amendment of the specification whenever this nomenclature is departed from by amendment of the claims so as to have clear support or antecedent basis in the specification for the new terms appearing in the claims. Applicant will be required to make appropriate amendment to the description to provide clear support or antecedent basis for the terms appearing in the claims provided no new matter is introduced. The phrase "the information display terminal " are lacking clear support or antecedent basis in the description of the specification. However for examining purpose, the office will interpret "the information display terminal" as vehicle user terminal which disclosed in (the specification: page 41, lines 9-10; drawing: figure 8)

Claim rejections-35 USC § 112

The following is a quotation of the first paragraph of 35 U.S.C. 112:

The specification shall contain a written description of the invention, and of the manner and process of making and using it, in such full, clear, concise, and exact terms as to enable any person skilled in the art to which it pertains, or with which it is most nearly connected, to make and use the same and shall set forth the best mode contemplated by the inventor of carrying out his invention.

6. Claim 24 is rejected under 35 U.S.C. 112, first paragraph, as failing to comply with the enablement requirement. The claim(s) contains subject matter such as, "outputting section" which was not described in the specification in such a way as to enable one skilled in the art to which it pertains, or with which it is most nearly connected, to make and/or use the invention. The appropriate correction is requested.

7. Claims 19 and 28 are rejected under 35 U.S.C. 112, first paragraph, as failing to comply with the enablement requirement. The claim(s) contains subject matter, such as, "relay section" which was not described in the specification in such a way as to enable one skilled in the art to which it pertains, or with which it is most nearly connected, to make and/or use the invention. The appropriate correction is requested. However for examining purpose, the office will interpret relay section carries functionality of communication section as disclosed in (the specification page 45, lines 8-10).

The following is a quotation of the second paragraph of 35 U.S.C. 112:

The specification shall conclude with one or more claims particularly pointing out and distinctly claiming the subject matter which the applicant regards as his invention.

8. Claim 23 is rejected under 35 U.S.C. 112, second paragraph, as being indefinite for failing to particularly point out and distinctly claim the subject matter which applicant regards as the invention. It does not clearly shows each of (a third reading section/ and a second reading section/ and a first reading section/ and a checking section/ and a recording section) belongs to (information server/ or information display terminal/ or information recording medium issuing apparatus). The appropriate corrections are requested. For examining purpose, the office will interpret a third reading section belongs to information display terminal for reading electronic

ticket information from it self, a second reading section belongs to information server for reading electronic ticket information from it self for judging process later, a first reading section also belongs to information server for to provide information to the information display terminal, a checking section belongs to information server for implementing judging process, a recording section belongs to information display terminal

9. Claim 24 is rejected under 35 U.S.C. 112, second paragraph, as being indefinite for failing to particularly point out and distinctly claim the subject matter which applicant regards as the invention. It does not clearly shows each of (a outputting section/ and a second reading section/ and a first reading section/ and a checking section/ and a recording section) belongs to (information server/ or information display terminal/ or information recording medium issuing apparatus). The appropriate corrections are requested. For examining purpose, the office will interpret a outputting section belongs to information display terminal for reading electronic ticket information from it self, a second reading section belongs to information server for reading electronic ticket information from it self for judging process later, a first reading section also belongs to information server for to provide information to the information display terminal, a checking section belongs to information server for implementing judging process, a recording section belongs to information display terminal

10. Claims 19 and 28 are rejected under 35 U.S.C. 112, second paragraph, as being indefinite for failing to particularly point out and distinctly claim the subject matter which applicant regards as the invention. It does not show communication relationship between relay section and external communication section, where a relay section locates (in the information server/or information terminal/ or information apparatus). The appropriate correction is

requested. However, for examining purpose, the office will interpret relay section is the external communication section and located in information server.

Claim rejections-35 USC § 103

The following is a quotation of 35 U.S.C. 103(a) which forms the basis for all obviousness rejections set forth in this Office action:

(a) A patent may not be obtained though the invention is not identically disclosed or described as set forth in section 102 of this title, if the differences between the subject matter sought to be patented and the prior art are such that the subject matter as a whole would have been obvious at the time the invention was made to a person having ordinary skill in the art to which said subject matter pertains. Patentability shall not be negated by the manner in which the invention was made.

Claims 1-5, 7-9, 13, 10-11, 16-20, 23-25, 28-33 are rejected under 35 U.S.C 103(a) as being un-patentable over Schr (U.S. 6,609,658) in view of Obradovich (U.S. 6,275,231)

Regarding claim 1:

Schr discloses the invention substantially as claimed, including an inside-vehicle information communication method by which a passenger of a vehicle utilizes a portable display device to access an information service inside the vehicle, the method comprising:

causing an information server, provided in the vehicle, to output a request for electronic ticket information to the portable display device possessed by the passenger of the vehicle, upon receipt of a request for connection from the portable device: (in Schr's system, the access control module included in a travel center which placed on the transportation carrier (e.g. bus /or other

public transportation vehicle) sends out request for the card-based ticket information (e.g. passenger's biometrics characteristics, finger-prints, voice imprints) those stored in passenger's portable computerized card, and use to verify the passenger's identity: figure 2, items 21; column 11, lines 15-21, 65-67; column 12, lines 1-12; column 13, lines 15-21; column 7, lines 48-51; column 8, lines 1-25, 62-67; column 2, lines 28-29; column 3, lines 1-5, 60-65; column 6, lines 19-42; column 5, lines 47-52; column 7, lines 1-5; column 10, lines 4-9)

causing the information server to receive the electronic ticket information, outputted from the portable display device upon receipt of the request for the electronic ticket information: (in Schr's system, the access control module receives card-based ticket information retrieved from passenger's portable computerized card, compares the received card-based ticket information with stored passenger's card-based ticket information to determine access authorizations for passengers: column 11, lines 15-21, 65-67; column 12, lines 1-12; column 13, lines 15-21)

causing the information server to provide information to the portable display device in response to an information request received from the portable device: (in Schr's system, Portable computerized card is capable to communicate with service provider ex: portable computerized card includes an instruction window which displays set of helpful functions and travel options with plurality of transportation carriers and relates transport services. Through the instruction window, passenger log-on the airline's seating map and any other remote database network thereto make reservation for a ticket which then stored in the portable computerized card: column 14, lines 1-67; column 15, lines 1-67; column 16, lines 1-2; column 34, lines 52-67; column 37, lines 39-67)

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causing the information server to confirm, whether the passenger has a right to use the vehicle: (confirmation message/ or alert message are sent to passengers: column 19, lines 38-67; column 18, lines 4-14; column 35, lines 29-33; column 36, lines 25-41)

However, Schr does not explicitly disclose allow the display device to access information service provided by the information server in the vehicle if the information server confirms that the passenger has right to use the vehicle

In analogous art, Obardonvick discloses a master interface including a LCD monitor which displays all vehicle functions to help authorized driver to control and manage the vehicle functions, see (abstract; column 4, lines 18-50; column 11, lines 32-67; column 12, lines 1-45)

Thus, it would have been obvious to a person of ordinary skill in the art at the time the invention was made to combine Obardonvick's ideas of visualable interfacing between vehicle and passenger into Schr's system in order to improve conveniences for vehicle user, see (Obardonvick: column 1, lines 20-25)

Regarding claim 2:

Schr-Obradovich discloses method as discuss in claim 1, which further includes causing the information server to output request for private information, used to specify the portable display devices: (in Schr's system, the access control module included sending out request for the card-based ticket information (e.g. passenger's biometrics characteristics, fingerprints, voice imprints) those stored in passenger's portable computerized card to verify the passenger's identity in order to determine if the passenger's portable computerized card is authorized to used at certain times and particular locations: column 33, lines 51-67; column 34,

lines 14-40; column 23, lines 45-67; column 24, lines 22-51; column 11, lines 15-21, 65-67; column 12, lines 1-12; column 13, lines 15-21; column 7, lines 48-51)

causing the information server to receive the private information output from the portable display device upon receipt of the request for the private information: (in Schr's system, the travel center receives card-based ticket information retrieved from passenger's portable computerized card through the control module, compares the received card-based ticket information with stored passenger's card-based ticket information to determine authorization for passengers: column 11, lines 15-21, 65-67; column 12, lines 1-12; column 13, lines 15-21)

causing the information server to specify the portable devices in accordance with the private information: (as similar to the rejection disclosed above, stored in passenger's portable computerized card is read to verify the passenger's identity in order to determine if the passenger's portable computerized card is authorized to used at certain times and particular locations: in Schr's: column 33, lines 51-67; column 34, lines 14-40; column 23, lines 45-67; column 24, lines 22-51; column 11, lines 15-21, 65-67; column 12, lines 1-12; column 13, lines 15-21; column 7, lines 48-51)

However, Schr does not explicitly disclose the display device that access the information services

In analogous art, Obardonvick discloses a master interface including a LCD monitor which displays all vehicle functions to help authorized driver to control and manage the vehicle functions, see (abstract; column 4, lines 18-50; column 11, lines 32-67; column 12, lines 1-45)

Thus, it would have been obvious to a person of ordinary skill in the art at the time the invention was made to combine Obardonvick's ideas of visualable interfacing between vehicle

and passenger into Schr's system in order to improve conveniences for vehicle user, see
(Obardonvick: column 1, lines 20-25)

Regarding claim 10:

Schr-Obradovich discloses method as discuss in claim 1, which further includes
communication section: (Schr discloses the user interface module allows interactive
communications with the passenger: column 8, lines 62-67)

Managing section: (passenger stations manages passengers flows based on received
passenger's identities sent from portable computerized card: column 11, lines 1-35)

Regarding claim 5:

Schr-Obradovich discloses method as discuss in claim 3, which further includes the
information server to specify a time and/or geographic range, in which the information can be
used with respect to each of the portable display devices allowed to be connected to the
information server, in accordance with the electronic ticket information received for the portable:
(Schr: column 12, lines 12-20, 50-55)

Perform specific process with respect to one or more of the portable display devices
allowed to be connected to the information server when the one or more portable display devices
are to be outside the time/ and geographic range in which the information server can be used:
(Schr: column 23, lines 45-55)

Regarding claim 7:

This claim is rejected under rationale of claim 5

Regarding claim 8:

Schr-Obradovich discloses method as discuss in claim 2, which further includes performed an electronic settlement: (Schr: column 8, lines 1-67)

Regarding claim 13:

Schr-Obradovich discloses method as discuss in claim 10, which further includes a vehicle for carrying passengers: (Schr: column 11, lines 15-21, 65-67)

Regarding claims 16-17:

Those claims are rejected under rationale of claim 1

Regarding claim 33:

This claim is rejected under rationale of claim 10

Regarding claim 18:

A vehicle-provided communication network system, comprising an information server, provided in a vehicle, and an information display terminal, provided in the vehicle, for use by a passenger to access an information service available inside the vehicle, wherein:

the information display terminal comprises a reading section for reading a first using condition to use the system from a first information recording medium: (passenger card loading electronic ticket/ or permit authorization form travel center database: column 10, lines 3-24; column 7, lines 65-67; column 8, lines 1-67)

transmitting section for transmitting the first using condition read by the reading section, to the information server: (in Schr's system, card-based ticket information retrieved from passenger's portable computerized card are sent to the control module to determine authorization for passengers. As one of ordinary skill in the art knows, transmitting section should be included in Schr's system: column 11, lines 15-21, 65-67; column 12, lines 1-12; column 13, lines 15-21)

the information server comprises: a memory section for storing a second using condition to use the system; a first checking section for checking the first using condition transmitted from the transmitting section of the information display terminal: (in Schr's system, the passenger station is capable to receives passenger's identify retrieved from the passenger's card and compares with list of authorized passengers to determine authentication for passenger to receive transportation use rights/ services: column 11, lines 6-67; column 12, lines 1-67)

the first checking section judges that the both the first and second using condition are identical: (in Schr's system, passenger's identity stored in passenger card must be identical with passenger's identity stored at the access control modules: column 13, lines 7-40)

however Schr does not explicitly disclose controlling section enables the information display terminal to access information service provided by the information server

In analogous art, Obardonvick discloses a master interface including a LCD monitor which displays all vehicle functions to help authorized driver to control and manage the vehicle functions, see (abstract; column 4, lines 18-50; column 11, lines 32-67; column 12, lines 1-45)

Thus, it would have been obvious to a person of ordinary skill in the art at the time the invention was made to combine Obardonvick's ideas of visualable interfacing between vehicle and passenger into Schr's system in order to improve conveniences for vehicle user, see (Obardonvick: column 1, lines 20-25)

Regarding claim 25:

Schr-Obradovich discloses method as discuss in claim 1, which further includes deleting information from the information server that has been processed: (As one of ordinary skill in the

art knows, information has been used should be deleted from memory for saving resource purpose: Schr: column 40, lines 60-67)

Regarding claim 29:

This claim is rejected under rationale of claim 25

Regarding claim 23:

An information recording medium issuing apparatus which issues a first information recording medium storing and suing condition to use a vehicle-provide communication network system in which information communication is performed in a vehicle between an information server and an information display terminal, both located in the vehicle, and sets a first using condition to use the vehicle-provided communication network system and a second using condition to use the vehicle in advance, comprising:

A third reading sections for reading a third using condition from a second information recording mediumn in which the third using condition that has been: (card-based ticket informatio is read from passenger's portable computerized card. As one of ordinary skill in the art knows, reading sections should included in the passenger's portable computerized card to process retrieving stored card-based ticket information from the passenger's portable computerized card: Schr's: column 11, lines 15-21, 65-67; column 12, lines 1-12; column 13, lines 15-2 8)

A second reading section for reading the second using condition that has been set: (in Schr's system, passenger's identity stored at the access control modules also being retrieved. As one of ordinary skill in the art knows, reading section should be included in the access control modules: column 11, lines 7-37; column 13, lines 7-40)

A checking section for checking the second using condition, read by the second reading section, with the third using condition, read by the third reading section, read by the third reading section: (in Schr's system, the passenger station is capable to receives passenger's identify retrieved from the passenger's card and compares with list of authorized passengers to determine authentication for passenger to receive transportation use rights/ services: column 11, lines 6-67; column 12, lines 1-67)

the first checking section judges that the both the first and second using condition are identical: (in Schr's system, passenger's identity stored in passenger card must be identical with passenger's identity stored at the entrance biometrics modules: column 13, lines 7-40)

however Schr does not explicitly disclose a first reading section for reading the first using condition that has been set; and recording for recording the first using condition in the first information recording medium, wherein said recording section records the first using condition in the first information recording medium

In analogous art, Obardonvick discloses a master interface including a LCD monitor which displays all vehicle functions to help authorized driver to control and manage the vehicle functions, see (abstract; column 4, lines 18-50; column 11, lines 32-67; column 12, lines 1-45)

Thus, it would have been obvious to a person of ordinary skill in the art at the time the invention was made to combine Obardonvick's ideas of visualable interfacing between vehicle and passenger into Schr's system in order to improve conveniences for vehicle user, see (Obardonvick: column 1, lines 20-25)

Regarding claim 24:

An information recording medium issuing apparatus which issues a first information recording medium storing and suing condition to use a vehicle-provide communication network system in which information communication is performed in a vehicle between an information server and an information display terminal, both located in the vehicle, and sets a first using condition to use the vehicle-provided communication network system and a second using condition to use the vehicle in advance, comprising:

an outputting section for outputting a third using condition to use the vehicle: (card-based ticket informatio is read from passenger's portable computerized card. As one of ordinary skill in the art knows, reading sections should included in the passenger's portable computerized card to process retrieving stored card-based ticket information from the passenger's portable computerized card: Schr's: column 11, lines 15-21, 65-67; column 12, lines 1-12; column 13, lines 15-28)

a second reading section for reading the second using condition that has been set: (in Schr's system, passenger's identity stored at the access control modules also being retrieved. As one of ordinary skill in the art knows, reading section should be included in the access control modules: column 11, lines 7-37; column 13, lines 7-40)

a checking section for checking the second using condition read by the second reading section with the third suing condition outputted by said outputting section: (in Schr's system, passenger's identity stored in passenger card must be identical with passenger's identity stored at the entrance biometrics modules: column 13, lines 7-40)

however Schr does not explicitly disclose a first reading section for reading the first using condition that has been set; and recording section for recording the first using condition, and a second using condition

In analogous art, Obardonvick discloses a master interface including a LCD monitor which displays all vehicle functions to help authorized driver to control and manage the vehicle functions, see (abstract; column 4, lines 18-50; column 11, lines 32-67; column 12, lines 1-45)

Thus, it would have been obvious to a person of ordinary skill in the art at the time the invention was made to combine Obardonvick's ideas of visualable interfacing between vehicle and passenger into Schr's system in order to improve conveniences for vehicle user, see (Obardonvick: column 1, lines 20-25)

Regarding claim 31:

A vehicle-provide communication network system by which a passenger in a vehicle utilizes an information display terminal to access an information service available inside the vehicle, the system comprising an information server, the information server including:

a first checking means for checking a using condition, received from an information display terminal with the using condition stored in the memory section: (in Schr's system, the passenger station is capable to receives passenger's identify retrieved from the passenger's card and compares with list of authorized passengers stored in access control modules to determine authentication for passenger to receive transportation use rights/ services: column 11, lines 6-67; column 12, lines 1-67)

the first checking means judges that the both using condition are identical: (in Schr's system, passenger's identity stored in passenger card must be identical with passenger's identity stored at the access control modules: column 13, lines 7-40)

However, Schr does not explicitly disclose a communication section for performing communication with an information display terminal in a vehicle

In comparable art, Obardonvick disclose a master interface including a display communicates with a control and management system for displaying vehicle functions to help authorized user to control and manage the vehicle functions, see (abstract; column 4, lines 18-50; column 11, lines 32-67; column 12, lines 1-45)

memory section for storing a using condition to use the system: (Obardonvick discloses a IC memory/ or a magnetic medium used to store security and personal preference data: column 11, lines 32-47; column 12, lines 1-5, 50-55)

controlling section enables the information display terminal to access information service provided by the information server: (Obardonvick discloses a master interface including a LCD monitor which displays all vehicle functions to help authorized driver to control and manage the vehicle functions: abstract; column 4, lines 18-50; column 11, lines 32-67; column 12, lines 1-45)

Thus, it would have been obvious to a person of ordinary skill in the art at the time the invention was made to combine Obardonvick's ideas of visualable interfacing between vehicle and passenger into Schr's system in order to improve conveniences for vehicle user, see (Obardonvick: column 1, lines 20-25)

Regarding claim 32:

This claim is rejected under rationale of claim 1

Regarding claims 3-4, 9:

Those claims are rejected under rationale of claim 1

Regarding claim 11:

This claim is rejected under rationale of claim 10

Regarding claim 30:

This claim is rejected under rationale of claim 18

Regarding claim 19:

Relay section for performing a relay with respect to communication between the information communication apparatus and portable display terminal/ or information transmitted from the information communication apparatus, instead of the portable display terminal, in a case wherein the external communication section receives information transmitted from the information communication portable device: (Schr discloses distributed databases associate with the plurality of remote entities e.g. card stations, travel center, service provider and passenger station. Those distributed databases contain the data records that relate to the system entities and the passenger card contents e.g. using rights those can be transferred between distributed databases through communication links via any wire/or wireless technologies. As one of ordinary skill in the art knows, relay section should included in passenger station so that is can be receives and stores registered passenger records for using to validate passenger's identity retrieved from passenger card: figure 2; column 5, lines 15-67; column 7, lines 19-27)

The information being the identification information stored in the memory section:
(column 11, lines 15-35)

a vehicle communication network system which performs information communication between an information server, provided in vehicle and an information terminal, provided inside the vehicle: (in Schr's system, the access control module included in a travel center which placed on the transportation carrier (e.g. bus of other public transportation vehicle) sending out request for the card-based ticket information (e.g. passenger's biometrics characteristics, finger-prints, voice imprints) those stored in passenger's portable computerized card to verify the passenger's identity: column 11, lines 15-21, 65-67; column 12, lines 1-12; column 13, lines 15-21)

However, Schr does not explicitly disclose access an information service available inside vehicle

In similar art, Obardonvick discloses a master interface including a LCD monitor which displays all vehicle functions to help authorized driver to control and manage the vehicle functions: abstract; column 4, lines 18-50; column 11, lines 32-67; column 12, lines 1-45)

Thus, it would have been obvious to a person of ordinary skill in the art at the time the invention was made to combine Obardonvick's ideas of visualable interfacing between vehicle and passenger into Schr's system in order to improve conveniences for vehicle user, see (Obardonvick: column 1, lines 20-25)

Regarding claim 28:

This claim is rejected under rationale of claim 19

Claims 12, 14 are rejected under 35 U.S.C 103(a) as being un-patentable over Schr (U.S. 6,609,658) in view of Obradovich (U.S. 6,275,231) and further in view of Flick (U.S. 6,140,939)

Regarding claim 12:

Schr-Obradovich discloses method as discuss in claim 1, which further includes communication section for transmitting information to and receiving information from the portable display device: (Schr discloses the user interface module allows interactive communications with passenger's portable computerized card thereby the interface module will receive passenger's identification stored in the portable computerized card: column 8, lines 62-67)

Managing section for output request for electronic ticket information to the portable display device for receiving the electronic ticket information via the communication section, for confirming whether passenger has right to use the vehicle: ("control module" which represents functionality of managing section as claimed for managing passengers flows such as request passenger to provide their identifications those stored in passenger's portable. Also confirmation messages/ or alert messages are communicated between transportation service provider and passengers to indicate if the passengers are authorized to used the vehicles or not: column 19, lines 38-67; column 18, lines 4-14; column 35, lines 29-33; column 36, lines 25-41: Schr: column 11, lines 1-35)

Managing section for allowing the display device to access information services provided by the inside-vehicle information if the passenger was confirmed has rights to use the vehicle: (Obardonvick discloses a master interface including a LCD monitor which displays all vehicle

functions to help authorized driver to control and manage the vehicle functions: abstract; column 4, lines 18-50; column 11, lines 32-67; column 12, lines 1-45)

An inside-vehicle information apparatus which is provided in the vehicle: (in Schr's system, the access control module included in a travel center which placed on the transportation carrier (e.g. bus of other public transportation vehicle) sending out request for the card-based ticket information (e.g. passenger's biometrics characteristics, finger-prints, voice imprints) those stored in passenger's portable computerized card to verify the passenger's identity: column 11, lines 15-21, 65-67; column 12, lines 1-12; column 13, lines 15-21)

The portable display device processed by the passenger of the vehicle: (in Schr's system, the portable computerized card includes an instruction window which displays set of helpful functions and travel options with plurality of transportation carriers and relates transport services. Through the instruction window, passenger log-on the airline's seating map and any other remote database network thereto make reservation for a ticket which then stored in the portable computerized card: column 14, lines 1-67; column 15, lines 1-67; column 16, lines 1-2; column 34, lines 52-67; column 37, lines 39-67)

The portable display device comprising:

Memory section for storing the electronic ticket information and private information: (in Schr's system, the portable computerized card has capabilities to store and activate traveler's permit for transportation and service. The portable computerized card stores cardholder's identification and travel-related information: abstract)

Display: (in Schr's system, the portable computerized card includes an instruction window which displays set of helpful functions and travel options with plurality of transportation

carriers and relates transport services. Through the instruction window, passenger log-on the airline's seating map and any other remote database network thereto make reservation for a ticket which then stored in the portable computerized card: column 14, lines 1-67; column 15, lines 1-67; column 16, lines 1-2; column 34, lines 52-67; column 37, lines 39-67)

However, Schr- Obardonvick does not explicitly discloses radio section for transmitting information to and receiving information from communication section of the inside-vehicle information communication apparatus; a controlling the radio section and memory section

In analogous art, Flick disclose a remote keyless entry system includes biometric characteristic verification with a visual display which operates authorization for driver; the controlling section for controlling radio section inherently included in Flick's system, see (abstract; column 5, lines 60-65; column 6, lines 1-2, 65-67; column 7, lines 1-15; column 8, lines 60-65)

Thus, it would have been obvious to a person of ordinary skill in the art at the time the invention was made to Flick's ideas of using portable controlling device into Schr-Obardonvick's system in order to increase flexibilities, efficiencies and security for vehicle controlling system, see (Flick: column 2, lines 16-25)

Regarding claim 14:

Schr-Obradovich discloses method as discuss in claim 12, which further includes a vehicle for carrying passengers: (Schr: column 11, lines 15-21, 65-67)

Claims 34-35 are rejected under 35 U.S.C 103(a) as being un-patentable over Sch-Obradovich in view of Issa (U.S. 5,945,936)

Regarding claim 34:

Schr-Obradovich discloses the invention substantially as disclosed in claim 1, but does not explicitly teach notifying information to notifying the passenger

In analogous art, Issa teaches method of sending audio confirmation message/notification message to user

Thus, it would have been obvious to a person of ordinary skill in the art at the time the invention was made to Issas's ideas of sending audio notifications to user into Schr-Obradovich's system in order to increase convenient for users

Regarding claim 35:

This claim is rejected under rationale of claim 34

Regarding claim 20:

This claim is rejected under rationale of claim 19

Claim 6 is rejected under 35 U.S.C 103(a) as being un-patentable over Sch-Obradovich in view of Cohen (U.S. 6,060,993)

Regarding claim 6:

Schr-Obradovich discloses the invention substantially as disclosed in claim 5, but does not includes specify process for transmitting information, which indicates that the time and/or geographical range in which the information server can be used is over to the one or more portable display device, see (Cohen's discloses sending message to indicate particular cover range Cohen. As one of ordinary skill in the art should know, the system also sends notification to user when reach outside service ranges: abstract)

Thus, it would have been obvious to a person of ordinary skill in the art at the time the invention was made to Cohen's ideas of sending message to indicate particular cover range to user into Schr-Obradovich's system in order to increase convenient for users

Claim 27 is rejected under 35 U.S.C 103(a) as being un-patentable over Schr-Obradovich in view of Joao (U.S. 6,549,130)

Regarding claim 27:

Schr-Obradovich discloses the invention substantially as disclosed in claim 1, but does not explicitly teach switching means for cutting off a connection between the portable communication terminal and the server so as to reconnect said portable communication to another portable communication terminal, wherein said switching means cuts off connection between the portable communication terminal and the server, after the information communication performed between the server and the portable communication terminal is finished, and reconnected said portable communication terminal to another portable communication terminal, see (Joao discloses the command codes can be disable and then re-enable or reset: column 6, lines 37-47)

Thus, it would have been obvious to a person of ordinary skill in the art at the time the invention was made to combine Joao's ideas of re-enable or reset connection with Schr-Obradovich's system in order to increase flexibilities, see (Joao column 6, lines 37-47)

Claims 21-22, 26 are rejected under 35 U.S.C 103(a) as being un-patentable over Schr-Obradovich in view of Murphy (U.S. 6232,874)

Regarding claims 21-22:

Schr-Obradovic discloses the invention substantially as disclosed in claims 18 and 20, but does not explicitly teach

External communication section for performing communications with an information communication apparatus outside the vehicle

In similar art, Murphy discloses “a telecommunication module” which shares functionality with “external communication sections” as claimed: figure 6, item 185; column 14, lines 25-47)

Thus, it would have been obvious to a person of ordinary skill in the art at the time the invention was made to incorporate Murphy’s ideas into Obardonvick’s system in order to increase flexibilities, efficiencies and security for vehicle controlling system

Regarding claims 26:

This claim is rejected under rationale of claim 21

Conclusions

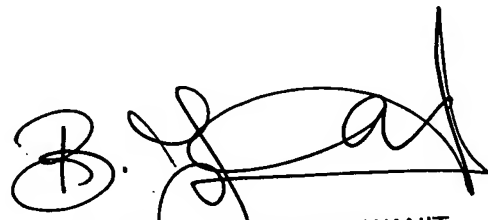
Any inquiry concerning this communication or earlier communications from the examiner should be directed to Lan-Dai Thi Truong whose telephone number is 571-272-7959. The examiner can normally be reached on Monday- Friday from 8:30am to 5:00 pm.

If attempts to reach the examiner by telephone are unsuccessful, the examiner’s supervisor, Bunjob A. Jaroenchonwanit can be reached on 571-272-3913. The fax phone number for the organization where this application or proceeding is assigned is 571-273-8300. Information regarding the status of an application may be obtained from the Patent Application Information Retrieval (PAIR) system. Status information for published applications may be obtained from either Private PAIR or Public PAIR. Status information for unpublished

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12/09/2007



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